



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Approve Plans and Specifications and Authorize Advertisement for Bids for Kettleman Lane Median Project from Hutchins Street to School Street

MEETING DATE: April 2, 2003

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council approve the plans and specifications for the above project and authorize advertisement for bids.

BACKGROUND INFORMATION: This project consists of installing a raised concrete median on Kettleman Lane from Hutchins Street to 200 feet east of School Street, all as shown on the plans and specifications for "Highway 12/Kettleman Lane Safety Median Improvements".

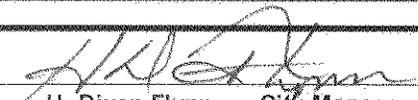
A 1997 Route 12 study prepared by San Joaquin Council of Governments recommended a raised median be constructed from the western City limits to Highway 99, including this section, to accommodate future traffic. The traffic accident rate along this section of Kettleman Lane is more than three times higher than similar highway facilities statewide. A Traffic Accident Location Map is attached (Exhibit A) that presents the accident type and locations between 2000 and 2002. There have been 19 left-turn accidents and 44 rear-end collisions. Some of the rear-end collisions are related to other drivers making left turns in front of oncoming vehicles.

In 2000, Caltrans awarded the City a Hazard Elimination Safety grant for the purpose of reducing the accident rate on this section of Kettleman Lane. The City hired Harris & Associates and Y&C Traffic Consultants to prepare a traffic study and design the improvements on this section of Kettleman Lane. The traffic study recommendations included a concrete median from Hutchins Street to Church Street and from Church Street to the Union Pacific Railroad underpass, in addition to modifications to the Church Street/Kettleman Lane intersection and traffic signal.

Project alternatives allowing left turns to the Euclid Shopping Center and/or Pleasant Avenue were ruled out. These additional openings in the median resulted in left-turn stacking in the westbound through lanes at Hutchins Street and eastbound through lanes at Church Street. Ultimately, high accident rates would return by allowing these additional openings.

A public meeting was conducted on February 25, 2003, to present the project to the community. Letters were sent out to the businesses and residents within 300 feet of the project limits, and public notices were placed in the Lodi New Sentinel. Two representatives from Prime Shine Express (301 West Kettleman Lane) were the only attendees at the public meeting. Prime Shine Express' primary concern is the new median will prevent customers entering their facility from the west on Kettleman Lane. Staff responded by pointing out that customers could access their facility by making U-turns at the Church Street intersection. Signal timing at the intersection of Hutchins Street and Church Street will be set to allow extra time for the left-turn and U-turns.

APPROVED: _____


H. Dixon Flynn -- City Manager

Approve Plans and Specifications and Authorize Advertisement for Bids for Kettleman Lane Median
Project from Hutchins Street to School Street

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This project will reduce traffic accidents and will improve highway operation on this section of Kettleman Lane. Staff will continue to monitor the traffic movement on this section of Kettleman Lane and will make necessary adjustments to accommodate future traffic.

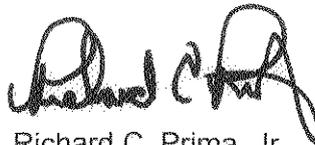
The plans and specifications are on file in the Public Works Department.

FUNDING: The money for this project is from Hazard Elimination Safety Program (Federal) and local street funds.

Project Estimate: \$224,000
Planned Bid Opening Date: May 21, 2003

Funding Available:


Finance Director



Richard C. Prima, Jr.
Public Works Director

Prepared by Lyman Chang, Associate Civil Engineer

RCP/LC/pmf

Attachment

cc: Associate Civil Engineer Chang
Caltrans
Prime Shine Express
Euclid Shopping Center



This project is a cooperative project with Caltrans.

KETTLEMAN LANE MEDIAN HUTCHINS TO 300 E/SCHOOL



EXHIBIT A

TRAFFIC ACCIDENT LOCATION MAP
2000 - 2002



LEGEND

- EXISTING
- RAISED MEDIAN
- B EXISTING
- ★ TRAFFIC SIGNAL
- ★ LEFT TURN ACCIDENT LOCATION
- ★ REAR ENDED ACCIDENT LOCATION

CITY COUNCIL

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Mayor Pro Tempore
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KEITH LAND

CITY OF LODI

PUBLIC WORKS DEPARTMENT

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LODI, CALIFORNIA 95241-1910
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H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
RANDALL A. HAYS
City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

March 27, 2003

Caltrans
P.O. Box 2048
Stockton, CA 95201

Prime Shine Express
301 W. Kettleman Lane
Lodi, CA 95240

Euclid Shopping Center, LLC
8294 Mira Mesa Blvd.
San Diego, CA 92126

SUBJECT: Approve Plans and Specifications and Authorize Advertisement for Bids for Kettleman Lane Median Project from Hutchins Street to School Street

Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, April 2, 2003. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the consent calendar and is usually not discussed unless a Council Member requests discussion. The public is given an opportunity to address items on the consent calendar at the appropriate time.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Susan Blackston, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Lyman Chang, Associate Civil Engineer, at (209) 333-6800, extension 2665.



for: Richard C. Prima, Jr.
Public Works Director

RCP/pmf

Enclosure

cc: City Clerk ✓

LAW OFFICES
PALMIERI, TYLER, WIENER, WILHELM & WALDRON LLP
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April 2, 2003

REFER TO FILE NO.

33288-000

ANGELO J. PALMIERI (1926-1996)
 ROBERT F. WALDRON (1927-1998)ALAN R. WIENER*
 ROBERT C. IHREKE*
 JAMES E. WILHELM*
 DENNIS G. TYLER*
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 RYAN M. EASTER
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 CHRISTOPHER S. COSTA
 ELIZABETH VALADEZ

*A PROFESSIONAL CORPORATION

VIA E-MAIL & FACSIMILE

Wally Sandelin
 City of Lodi Public Works Department
 221 West Pint Street
 P.O. Box 3006
 Lodi, CA 95241-1910

Re: RE: City of Lodi, Kettleman Lane Median Project

Dear Mr. Sandelin:

As we discussed the afternoon of April 1, this office represents Euclid Shopping Center, LLC ("Euclid Center"). On April 1, my client received a notice from the City regarding a public hearing on April 2 concerning the Kettleman Lane project. Euclid Center objects to the City proposed project as designed. After receiving the City's notice on April 1, I contacted Lyman Chang. Mr. Chang gave me your telephone number as well as the number for the Caltrans' project manager. I contacted you and appreciated your prompt return call. I have requested that the Kettleman Lane item be taken off calendar for the City Council meeting on April 2. Going forward with the meeting on April 2 would prevent my clients from being able to make a presentation by their traffic engineer, Keil Maberry, P.E., before the City Council. In addition, because of the distance involved, Euclid Center will not be able to appear in person or through a representative.

Setting this matter for another date in the near future will allow a meeting to be arranged for Euclid Center's traffic engineer to meet with the City representatives, as well as Caltrans' representatives. It is my understanding from you that the City would like to

PALMIERI, TYLER, WIENER, WILHELM & WALDRON LLP

Wally Sandelin
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implement a project which will enhance safety consistent with minimizing impacts to the impacted adjacent property owners. Euclid Center strongly believes that a mid-block median break allowing inbound left turn movements can be provided consistent with safety.

Simply put, the project as proposed eliminates all seven existing inbound (westbound) left turn movements into the Euclid Shopping Center. The project also proposes to eliminate all seven openings for left turns out from the Center onto Kettleman Lane. Typical shopping center designs provide at least one inbound left turn movement along the main frontage. The City's project fails to mitigate the substantial impacts to the Euclid Shopping Center by removing such access points.

The City's project must and can be able to be designed without eliminating all inbound (westbound) left turn movements from Kettleman Lane. The property owners have retained the traffic and transportation engineering firm of Linscott, Law and Greenspan Engineers. Mr. Keil Maberry, P.E., Registered Traffic Engineer, has reviewed the Y&C Transportation Consultants, Inc., report dated August 13, 2002, which was produced to Euclid Center approximately one month ago.

In brief, Mr. Maberry's conclusion is that the proposed project eliminates all left turn inbound possibilities. Further, it appears that a 60 foot left turn median break could be provided mid-block, while maintaining satisfactory left turn storage eastbound and westbound at Church and Hutchins respectively. The Y&C design appears to be based upon 2022 traffic volumes and a 95 percentile queue. Under existing + project (mitigated) conditions, a 60 foot left turn pocket could be provided; while maintaining the 95 percentile queue at Kettleman Lane and Church. A 60 foot opening could also be maintained at queue volumes which would be at somewhat less than 95 percentile, but greater than average under 2022 traffic volumes (referred to as future+project in the Y&C study). According to our analysis, the reasonable left turn storage would be maintained at somewhat less than 95 percentile, but more than average.

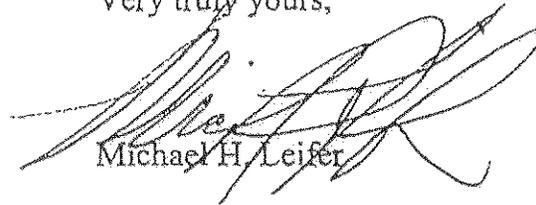
Preserving left turn access inbound to the Euclid Center would also reduce or minimize the need for a U-turn movement westbound at Kettleman Lane and Hutchins. Reduction in that turning movement would streamline the left turn movement and possibly reduce storage distance requirements. This is due to Y&C's assumption that all existing inbound left turn traffic will make a left rather than a U-turn.

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Wally Sandelin
April 2, 2003
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Please contact me at your earliest convenience to set up a mutually convenient meeting with City and Caltrans' representatives concerning the proposed project.

Very truly yours,



Michael H. Leifer

MHL:pr

cc: Euclid Shopping Center
Lyman Chang, City of Lodi
Keil Maberry, P.E.

CITY COUNCIL

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Public Works Director

April 2, 2003

Mr. Michael Leifer,
Palmieri, Tyler, Wiener, Wilhelm and Waldron LLP
2603 Main Street, Suite 1300
Irvine, CA 92614

SUBJECT: Kettleman Lane Median Project

I have reviewed your request to reschedule the subject project considerations by the City Council to a future date. Your objectives to seek re-consideration by Caltrans of the project design are understood however, they do not necessarily require a delay in City Council action on the project.

At the City Council meeting of April 2, 2003, staff is recommending that City Council approve the plans and specifications and authorize advertisement for bids for the project. The project is a long overdue safety enhancement project on the State Highway system, and delays could jeopardize the City's construction grant.

Action by the City Council, in accordance with staff recommendation, will not prohibit a future change to the project design. Euclid's requested westbound left turn could be added at a later time. Caltrans approval of the design, and any proposed changes, is mandatory on this State Highway Project. Although we do not expect Caltrans will approve this design modification, any such modification could be implemented through a change order to the construction contract. Should Caltrans approve a design change, City staff will support it.

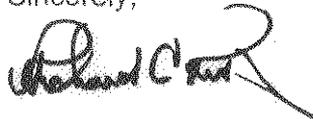
Public Works staff has provided sufficient and complete notice to Euclid Shopping Center, LLC and its tenants, including advance information about the project specifically to avoid last minute requests to re-design the project. Euclid Shopping Center, LLC and all other tenants in vicinity of the project were notified about the project by mail on January 25, 2003 and invited to join a public information workshop on February 25, 2003. In that mailed notification was included a concise project description showing the continuous safety median between Hutchins and Church Streets.

Mr. Michael Leifer
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Caltrans design requirements dictate the use of 2022 planning horizon to insure that what we build today provides the appropriate level of service in the future. A shorter planning horizon is not acceptable to Caltrans nor the City. We also note that the intersection of Kettleman Lane and Church Street allows all turning movements, so westbound left turn access to your client's property is available. The project does not eliminate all left turn access as stated in your letter.

Please include City staff in any Caltrans meetings that you schedule in the future. If you have further questions, please contact Lyman Chang or Wally Sandelin at (209) 333-6706.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard C. Prima, Jr.", written in a cursive style.

Richard C. Prima, Jr.
Public Works Director

RCP/bss

cc: City Council